GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:4457
ANSWERED ON:29.03.2017
Reduction in Traffic Earnings
Sawaikar Shri Advocate Narendra Keshav

Will the Minister of RAILWAYS be pleased to state:

(a) whether most of the Zonal Railways have projected reduced traffic earnings;
(b) if so, the details thereof together with the reasons therefor;
(c) whether the Railways have fixed high operating ratio and if so, the details thereof; and
(d) the steps initiated by the Railways to resolve the problems?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

(a) to (d) : A Statement is laid on the Table of the House.

****

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION NO. 4457 BY ADV. NARENDRA KESHAV SAWAIKAR TO BE ANSWERED IN LOK SABHA ON 29.03.2017 REGARDING REDUCTION IN TRAFFIC EARNINGS

(a) Yes, Madam. Most of the Zonal Railways had projected reduced traffic earnings for Revised Estimates vis-Ã -vis the Budget Estimates 2016-17.

(b) The zone-wise projection of traffic earnings for Revised Estimates 2016-17 vis-Ã -vis the Budget Estimates and the Revised Estimates fixed by the Ministry of Railways is Appended. The reasons for reduced traffic earnings projection are mainly negative growth in freight loading, drop in average freight lead and negative growth in non-suburban (non-PRS) passengers.

(c) Railways have fixed the Operating Ratio in Revised Estimates 2016-17 at 94.9% as against 92% envisaged in the Budget Estimates mainly on account of drop in traffic earnings.

(d) In the current year, the attempt has been to achieve the traffic earnings target fixed in the Revised Estimates and to effect some savings in the Ordinary Working Expenses vis-Ã -vis the Revised Grant. However, as an ongoing process, revenue enhancing measures are adopted which, inter alia, include targeting progressively higher traffic throughput, effective marketing strategies to capture more and more traffic, creation of additional capacity and optimum utilization of the existing rail infrastructure, enhancement in productivity and efficiency, improvement of passenger interface, periodic rationalization of fare and freight rates and focus on increasing the share of non-fare revenue sources in Railways' earnings. Expenditure control measures include strict economy and austerity measures, improved man-power planning, better asset utilization, inventory management and optimizing fuel consumption etc.
****